Amendments to the Specification

Please amend the specification as follows:

Please amend paragraph [0005] as follows:

[0005] In a first form of the invention [recited in claim 1], upon a front collision of a vehicle, an expanding gas is fed into an airbag by gas feeding means such as an inflater, and the airbag forming an airbag apparatus is unfolded and inflated while projecting toward a driver protecting area formed in front of the driver.

Please amend paragraph [0012] as follows:

[0012] In the airbag apparatus of the first form [as recited in claim 1], the connecting member should preferably have a configuration in which the connecting member connects at least a first inner wall surface and a second inner wall surface.

Please amend paragraph [0015] as follows:

[0015] In accordance with another form of the invention [recited in claim 3], the airbag apparatus [according to claim 2] has a configuration in which the connecting member has a first connecting section and a second connecting section.

Please amend paragraph [0018] as follows:

[0018] In accordance with another form of the invention [recited in claim 4], [in the configuration of] the airbag apparatus has [according to claim 3,] an engagement section is formed by the vehicle right side wall and the vehicle left side wall connected via the first connecting section. This engagement section has a configuration of engaging with the body component members upon inflation of the airbag. Typically, a surface-irregular shape enabling the body component members including the handle to fit therein is formed. Such a configuration can be achieved in an embodiment in which the first connecting section is connected so that the engagement section is formed at a position corresponding to the arrangement of the body component members from among the body right side wall and the body left side wall. As a result, the airbag restrains the driver in a state in which the airbag

engages with the body component members via the engagement section upon inflation. According to the configuration of this invention, therefore, it is possible to achieve further improvement of the driver restraining performance of the airbag.

Please amend paragraph [0019] as follows:

[0019] The invention [recited in claim 5 provides] of another form is the airbag apparatus as earlier described [recited in any one of claims 1 to 4], wherein the connecting member forms a polygon, for example, a triangle with the fitting sections of the connecting member to the inner wall surface of the airbag as the apexes. That is, a closed shape is formed by the connecting member of this invention. In this invention, there are conceivable embodiments in which the polygon formed by the connecting member having apexes formed by all or part of the fitting sections. The term "apex" as herein used broadly means an apex in an embodiment in which the fitting sections of the connecting member are in point contact with the inner wall surface of the airbag, or an apex in an embodiment in which the fitting sections of the connecting member is in face contact with the inner wall surface of the airbag.

Please amend paragraph [0021] as follows:

[0021] The invention [recited in claim 6 provides] in another form is the airbag apparatus as earlier described [recited in any one of claims 1 to 5], wherein the connecting member has a configuration divisible into a plurality of divided members. Each of these divided members is attached to the inner wall surface of the airbag at the fitting section of that divided member. The plurality of divided members are connected to each other at points other than the fitting sections. More specifically, this invention has a configuration in which the fitting sections of the divided members to the inner surface of the airbag are shifted from the connecting sections of the divided members to each other.

Please amend paragraph [0023] as follows:

[0023] The invention [recited in claim 7 provides] of another form is a motorcycle having the airbag apparatus as earlier described [recited in any one of claims 1 to 6]. There is thus provided a motorcycle which permits achievement of a higher driver restraining performance

by the airbag through certain engagement of the inflated airbag with the vehicle body component members, and enables to improve protection of the driver upon the occurrence of an accident.

Please amend paragraph [0024] as follows:

[0024] The invention [recited in claim 8 provides] of another form is a rational manufacturing method of an airbag apparatus which displays substantially the same effects as the airbag apparatus [as recited in claim 1] of the first form.

Please amend paragraph [0026] as follows:

[0026] The invention [recited in claim 9 provides] of another form is the manufacturing method as [recited in claim 8] described above, wherein the fitting step of the connecting member comprises a first sub-step and a second sub-step. This invention provides a rational manufacturing method of an airbag apparatus displaying substantially the same effects as in the airbag apparatus recited in [claim 6] the above described form.